

THURMASTON LIAISON GROUP

16th October 2014

Roundhill Academy

Tenth Meeting

Attendees

- Cllr Seaton – Charnwood Borough Council
- Cllr Raven – Charnwood Borough Council
- Owen Bentley - BABTAG
- Lynn Stewart – Duck Pond residents representative
- Geoff Mee – Leicester City Council
- Richard Wain - Hawksmoor
- Nick Baker – nlp
- Dean Swann – wyg
- Victoria Walker – Beattie Communications

Apologies

- Rt Hon Stephen Dorrell MP
- Cllr Hampson – Charnwood Borough Council
- Cllr Kate Knaggs – County Councillor and Thurmaston Parish Councillor
- Cllr Norman King – Barkby & Barkby Thorpe Parish Council
- Cllr Pam Green – Barkby & Barkby Thorpe Parish Council
- Steve McDonald – Roundhill Academy
- Rev Timothy Day – Fosse Parishes
- Krishna Patel – Hamilton Residents Association
- Queninborough Parish Council
- Rob Gill – CEG

1) Welcome and introductions

2) Approval of minutes from last meeting

Attendees agreed that the last minutes could be uploaded to the website – **ACTION POINT VW**

3) Action points from the last meeting

- It was agreed the library and transport items would be picked up in the agenda. A copy of the transport plans from the last meeting to be sent to LS - **ACTION POINT – VW**
In terms of the ‘severance’ terminology query – DS explained that this refers to the way a road may divide the interconnectivity of a community. For example, the existing dual carriageway of the A607 through Thurmaston results in severance of the community as

there is limited access across the road. The same applies to the inner ring road in Leicester, which is mainly a dual carriageway with poor pedestrian facilities. The Spine Road in the development will be designed with this mind, as demonstrated by the pedestrian facilities and 20mph speed limits that are proposed along sections of the road. Within the TA the term “severed” refers to Hamilton Lane, in that it will be “cut” at a point along its length, but re-routed within the development, along a more “convoluted” route, which is anticipated to deter external commuting motorists from using the route. Originally, Hamilton Lane in the modelling had been fully stopped up, but this created increased traffic on Beeby Road, which was deemed to be unacceptable.

- Newsletter – attendees agreed these had been received, circulated and put on local notice boards.
- Geoff Weston – the meeting was held today to discuss the proposals and potential timing. VW to arrange for RW to also meet the Ames. **ACTION POINT – RW/VW**
- Allotments on Barkby Lane – RW confirmed these are unregistered and they are not part of the estate. It is assumed they are Parish Council property.
- Lands Trust – RW confirmed CEG have submitted more information to Charnwood in the form of a delivery statement, which is likely to go onto the website tomorrow. This includes more detail about the structure of potential agreements with a management organisation, such as the Land Trust, and what the management plan and legal agreement would comprise. We are in the process of instructing the Lands Trust as a consultant to come to the site, present to Charnwood and a liaison group meeting regarding the day to day management they undertake on similar schemes. They have put a proposal to CEG which CEG is happy with.

4) Transport

DS ran through the ‘spider diagrams’ in the TA and looked at the phasing of the infrastructure improvements. He ran through a presentation which extrapolated the data from the TA.

DS explained the reference case is what would happen if there is no development or mitigation. The capacity of each road is also shown.

The Asda roundabout has a few issues with turns into the supermarket and retail park as the two roundabouts are close together and therefore interact and therefore need to be considered as a whole. WYG are looking at signal control and an extra lane to provide more storage. WYG have considered the two roundabouts together so it will be more strategic in terms of the improvements. The traffic signal junctions have also been looked at, which includes junctions into the City. They will look to improve the way that traffic signals in the area ‘talk to each other’ during the peaks so they are synched and work better together. These systems are known in the industry as SCOOT and MOVA and the City and County Council are familiar with their use.

Barkby Thorpe Lane (east of Asda, west of Highway Road) – sees growth for 4 – 5 years until the link road opens when it drops far below the reference case. However, throughout it stays well below the actual capacity of the road.

Q) Cllr Seaton queried the difference between the am and pm peak and why one dips earlier. DS explained that this is because the mitigation measures associated with the Spine Road will improve the am peak earlier than the pm peak. DS highlighted that the am and pm vehicles are not the same vehicles, some arise from existing vehicles and some arise from the development itself.

Cllr Seaton said that County officers have highlighted that the Link Road is being delivered earlier than originally intended. DS explained that the modelling has shown that half way through the development (in terms of housing numbers) when the entire road and links would need to be open. RW has highlighted that additional mitigation has been brought forward at around 1,300 homes (This interim mitigation also includes the Asda development and is within about year 4 -5). This additional mitigation has now been included prior to the full opening of the road and links.

NB added that whilst the scheme is based on LITIM there will be a commitment in the S106 this will be reviewed every 500 houses. This will check that what the model has told us is actually what is happening on the ground.

Cllr Seaton queried if any mitigation would happen before the 4 -5 years. DS highlighted that there is some mitigation from day one, which will include speed restrictions and “gateways” into Barkby and Barkby Thorpe

LS queried if there will be a speed limit on Barkby Thorpe Lane. DS said it will ultimately be reduced to 30mph. Residents would like to see this far earlier. DS agreed that he would pick this up with the County. **ACTION POINT - DS**

Barkby Thorpe Lane east of Highway Road – Once the link goes in the drop is considerable. This never exceeds the capacity of the road.

Queninborough Road, Barkby – This shows very clearly the early positive effects of the mitigation. It was clarified the counters were both sides of the traffic lights.

Beeby Lane, Barkby (this shows the ‘severed route’ discussed earlier). This always stays below the reference case.

Barkby Lane, Barkby – There are plans to reduce this down further which are being discussed. It stays near to reference case.

Barkby Thorpe Lane, BT – this is improved greatly when the link Road is built.

OB queried when the first homes could be delivered – RW late 2015 is still the aspiration.

DS ran through the mitigation measures for individual junctions.

5) Planning Update

LS queried the update regarding the other applications. NB explained that both are in the system at Charnwood and CEG is considering further legal action and has until the 24th October. A decision hasn't yet been made.

It was queried if Bellway is considering legal action against CEG due to the delay.

RW indicated that CEG has strategically planned the urban extension and the other applications have come in on the back of the fact that Charnwood has not got a 5-year land supply. These piecemeal applications will not deliver the level of infrastructure required.

Cllr Seaton queried that if there is a deferral next week and DWH gets the go ahead what would happen. RW said that DWH and Bellway cannot meet Charnwood's housing needs. The team explained that the NEoL SUE scheme has developed over a significant period of time and is seen as the best solution to development in the area, with a comprehensive package of supporting infrastructure and facilities, and there is a commitment from CEG to its delivery.

OB queried that if there is an approval on Friday, Bidwells is still in the system and they are going for full planning is it conceivable they can also get approval for their scheme?

RW explained that if the NEoL SUE scheme is granted approval it will resolve Charnwood's 5-year land supply and give them the necessary arguments to refuse other speculative schemes.

Cllrs Seaton and Raven both felt that comprehensive answers were given at the Plans Committee briefing meeting regarding the application coming forwards prior to the Core Strategy.

The flexibility within the parameter plans was queried. In the case of the Southern Access Road, it is the detailed notes which accompany the plans which explain there can only be flexibility within the approved 'corridor.' This corridor narrows where there is more certainty, but there is a bit more flex in areas where it might be required. The built areas proposed cannot change.

It was queried if the traveller site could move within the built area. It was agreed that the location of the G and T site would be reviewed.

The 13ha of employment land – this might have to be varied if there is more residential as a result of an additional permission on the DWH land – but this would be subject to more consultation and a new application process.

6) Any other Business

Library contributions – BS explained residents don't want development. If we have to have it, then we need to make the best of it. BS has been in touch with Bellway and DWH and also meeting with Silverdale and County Council. Bellway Homes is also coming to look at the proposal for a £35k extension. This could be an ideal opportunity to also provide a café and a computer hub. Aware that CEG has spoken to County and understands it could be 20 year plan before provision of a library on site which can be sustainable. Silverdale is in the middle of both communities, proposed and existing, so this seems like an ideal opportunity.

RW explained that there have been a few meetings. NB said that the CIL regulation tests will have to be met. Any contributions have to be related to the needs of the development. What we are looking at is during early stages the new community won't be able to support new facilities so there has to be investment into interim provision. For example, this could be extending existing healthcare or supporting existing local libraries.

The library contribution is more than £270,000. An initial contribution of circa £37,000 could support around 675 dwellings (phase one and a bit) One of the options we are open to and believe County is open to is that a proportionate contribution to Thurmaston would be appropriate. The S106 heads of terms recognise that there needs to be flexibility for this. The principle is fine by CEG and in our view it meets the tests. If Councillors speak to the County and they come back recommending this we are happy with it. BS is meeting with the on Friday.

Cllr Seaton has sent the Scout letter. This could be directly linked to new residents as there isn't going to be a hut elsewhere. They will have to enlarge to attract new people and they want an improved hut at a cost of £23,000. This sits within a wider discussion with Charnwood regarding open space and community facilities. This is on the table as an option for those discussions. NB recognised there could be a locational argument regarding staying in the premises they are in currently.

BS asked for clarification and RW confirmed that 1.1 hectares of allotments are proposed within the SUE.

RR - The requirement for CPO was queried. RW explained on schemes of this size you need the resolutions for these powers to ensure that the scheme 100% can be delivered. We may not need to use them at all and we won't need these from day one as we control the majority of the developable area. They are more likely to be required for off-site improvements. It is a last resort but gives the guarantee and provides a mechanism for 'tidying up' other title issues.

OB - Colby Drive/Road residents – the issue regarding keeping it open would only be taken once we assess how the Spine Road is working. There is no intention to connect this to the

Spine Road, but a parking areas just inside that residents can use to access the facilities might be considered. If the Council wants to connect for a trial period this could be part of the review process.

RR – how wide will the roads be? The idea is that there will be enough parking to avoid the need to park on the roads to prevent interrupting flow. There will be off-line parking.

LS queried if additional buffer planting could be provided for residents at the Duck Pond area. Numbers 80 and 82A are particularly affected. It was agreed this could be looked at –
ACTION POINT NB

7) Date of Next Meeting

Thursday 20th November 2014. 6pm at Roundhill Academy.